



*Columbus' flagship
Santa Maria
1492*

Pacific Fleet U.S. Navy



*Admiral Rodman's flagship
New Mexico
Pacific Fleet
1919*

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✓
THE PACIFIC FLEET
THE UNITED STATES NAVY

UNDER COMMAND

of

REAR ADMIRAL HUGH RODMAN

PUBLISHERS
PACIFIC NOVELTY COMPANY
OF SAN FRANCISCO

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FOREWORD

DURING the spring and summer of 1908 tremendous interest was aroused on the Pacific Coast by the arrival of a great fleet of sixteen battleships under the command of Rear Admiral Robley D. Evans (Fighting Bob.) The cruise was an historical one and covered a distance of about 16,000 miles from Hampton Roads, Va., to San Francisco, by way of the Straits of Magellan. The fleet sailed from Hampton Roads on December 17th, 1907, and arrived in San Francisco Bay on May 6th, 1908. That was not the Pacific fleet of the U. S. Navy—it was a world cruise of the Atlantic fleet, making but a short visit to the Pacific. In 1919 we welcome, not a great fleet making a similar cruise, but a mighty fleet that has come to stay and make the Pacific its home.

The office of Naval operations which has charge of the distribution of naval forces, has divided the American fighting craft into two gigantic fleets. On the Atlantic Coast will remain the Pennsylvania, Admiral Mayo's old flagship, now commanded by Admiral Wilson, with seven first rate fighting ships, while the Pacific fleet has the New Mexico as Admiral Rodman's flagship and seven other first line men-of-war. The New Mexico first appeared last year. She is built with the new style clipper bow, has tremendously powerful turrets and is electrically driven. She is accompanied by her sister ship, the Mississippi. The mightiest ship afloat, the Idaho, commissioned this year will take her first battle exercise on the Pacific and later the Tennessee, not yet commissioned, will join her. The other first line battleships are the New York (Admiral Rodman's flagship with the British grand fleet), Arkansas, Wyoming and Texas. These four were proud American representatives at Scapa Flow and figured in the achievements of the late war. While these form the vanguard, the entire fleet, including older battleships Georgia, Nebraska, Rhode Island, Virginia, Vermont and New Jersey, together with Cruisers, Destroyers, Torpedo Boats, Submarines and Train ships, will increase the total to nearly two hundred ships.

It is interesting to note that while Admiral Evans' fleet eleven years ago, coming around Cape Horn, consumed more than four months between Hampton Roads and San Francisco Bay, Admiral Rodman's fleet reached its first port on the Pacific, San Diego Bay, in about three weeks, thanks to the ease with which the Panama Canal was negotiated. Admiral Evans' fleet represented a cost of nearly \$100,000,000, while the estimated cost of the Pacific fleet under Admiral Rodman's command is four times as much.

San Francisco,
August, 1919.



PACIFIC FLEET LEAVING THE ATLANTIC FOR THE WEST COAST

The great Pacific Fleet pulling up its anchors for steaming out of Hampton Roads, Va., for the West Coast. In the foreground is the U. S. S. New Mexico, Admiral Rodman's flagship.



FLEET FLAGSHIP NEW MEXICO

Superdreadnought, 32,000 tons; length, 565 feet; beam 95½ feet; draught, 28½ feet; speed, 21 knots; horse power, 27,500; armament, twelve fourteen-inch guns, twenty-one five-inch, four six-inch, four torpedo tubes. Crew, including officers, 1550. Keel laid 1915. Cost, hull and machinery, \$7,800,000. Electrically driven.



THE PRESIDENT

This is a picture of President Wilson leaving the U. S. S. George Washington on his return to the United States from the Peace Conference at Paris. It was the President's intention to review the Pacific fleet in San Francisco Bay during the first week in September but this does not now seem practicable.



SECRETARY OF THE NAVY JOSEPHUS DANIELS AND REAR ADMIRAL HUGH RODMAN

Perhaps no other member of President Wilson's Cabinet has gained more in popularity during his term of office than Secretary of the Navy Daniels. It is generally felt that he has handled all problems with great ability, foresight and discretion and it is understood that it was his idea that a large fleet should be permanently located on the Pacific. Admiral Rodman earned a great reputation during the war, and before leaving England received a knighthood from King George.



U. S. S. RHODE ISLAND, Battleship

Length, 441 ft. 3 in.; breadth, 76 ft. 2½ in.; displacement, 16,094 tons; speed, 19.01 knots; horse power, 20,627; officers, 92; men, 825; guns, four 12 in. 40 calibre, eight 8 in. 45 calibre and twelve 6 in. 50 calibre breechloading rifles; twelve 3 in. 50 calibre rapid fire; four 6 pounder saluting; torpedo tubes, four 21 in., submerged.



U. S. S. NEW YORK, Superdreadnought

Length over all, 573 feet; full-load displacement, 28,367 tons; breadth, 95 feet 2½ inches; speed, 21.47 knots; horse power, 29,687; officers, 100; bluejackets, 857; marines, 72; guns: ten 14-inch 45 calibre breechloading; twenty-one 5-inch 51 calibre breechloading; two 3-inch anti-aircraft; torpedo tubes, four 21-inch, submerged. Cost, hull and machinery, \$6,400,000; in commission, April 15, 1914. Burns coal for fuel.



U. S. S. ARKANSAS, SUPERDREADNOUGHT

Length over all, 562 feet; full-load displacement, 27,243 tons; breadth, 93 feet $2\frac{1}{2}$ inches; speed, 21.05 knots; horse power, 28,533; officers, 111; bluejackets, 922; marines, 77; guns, twelve 12-inch 50 calibre breechloading; twenty-one 5-inch 51 calibre rapid fire; two 3-inch anti-aircraft; torpedo tubes, two 21-inch, submerged. Cost, hull and machinery, \$4,675,000; in commission, September 14, 1912. Burns coal for fuel.



U. S. S. WYOMING, SUPERDREADNOUGHT

Length over all, 562 feet; full-load displacement, 27,243 tons; breadth, 93 feet 2½ inches; speed, 21.22 knots; horse power, 31,437; officers, 104; bluejackets, 931; marines, 82; guns, twelve 12-inch 50 calibre breechloading; twenty-one 5-inch 51 calibre rapid fire; two 3-inch anti-aircraft; torpedo tubes, two 21-inch, submerged. Cost, hull and machinery, \$4,450,000; in commission, September 25, 1912. Burns coal for fuel.



GREAT GUNS! BUT NOT DANGEROUS TO CITY'S SKYLINE

Huge 14-inch guns of the U. S. S. Mississippi pointing toward San Francisco—the Ferry tower in the center. This is an unusually interesting picture and raises the thought of what similar guns on enemy ships would do if they ever got a chance.



U. S. S. NEW JERSEY, Battleship

Length, 441 ft. 3 in.; breadth, 76 ft. 2½ in.; displacement, 16,094 tons; speed, 19.18 knots; horse power, 23,570. officers, 92; men, 825; guns, four 12 in. 40 calibre, eight 8 in. 45 calibre and twelve 6 in. 50 calibre breechloading rifles; twelve 3 in. 50 calibre rapid fire; three 3-pounder saluting; torpedo tubes, four 21 in., submerged.



GOLDEN GATE, SAN FRANCISCO

Here is seen the world-renowned entrance to San Francisco Bay—a land protected harbor, unsurpassed throughout the world, with splendid anchorage and accommodation for the fleets of the world. The evening sunset, when the whole sky is lit up with a golden glow, is a sight never to be forgotten.



ADMIRAL EVANS' FLEET COMING INTO SAN FRANCISCO HARBOR

Admiral Evans, on his around-the-world cruise with the Atlantic fleet, in 1908 visited San Francisco, and his fleet spent ten days in the harbor, from May 6th till May 16th. It was a notable event and the whole population was aroused to a pitch of great enthusiasm, as such a fleet had never before anchored in the great harbor, but great as that fleet was it is far surpassed in numbers and power by the new Pacific fleet.



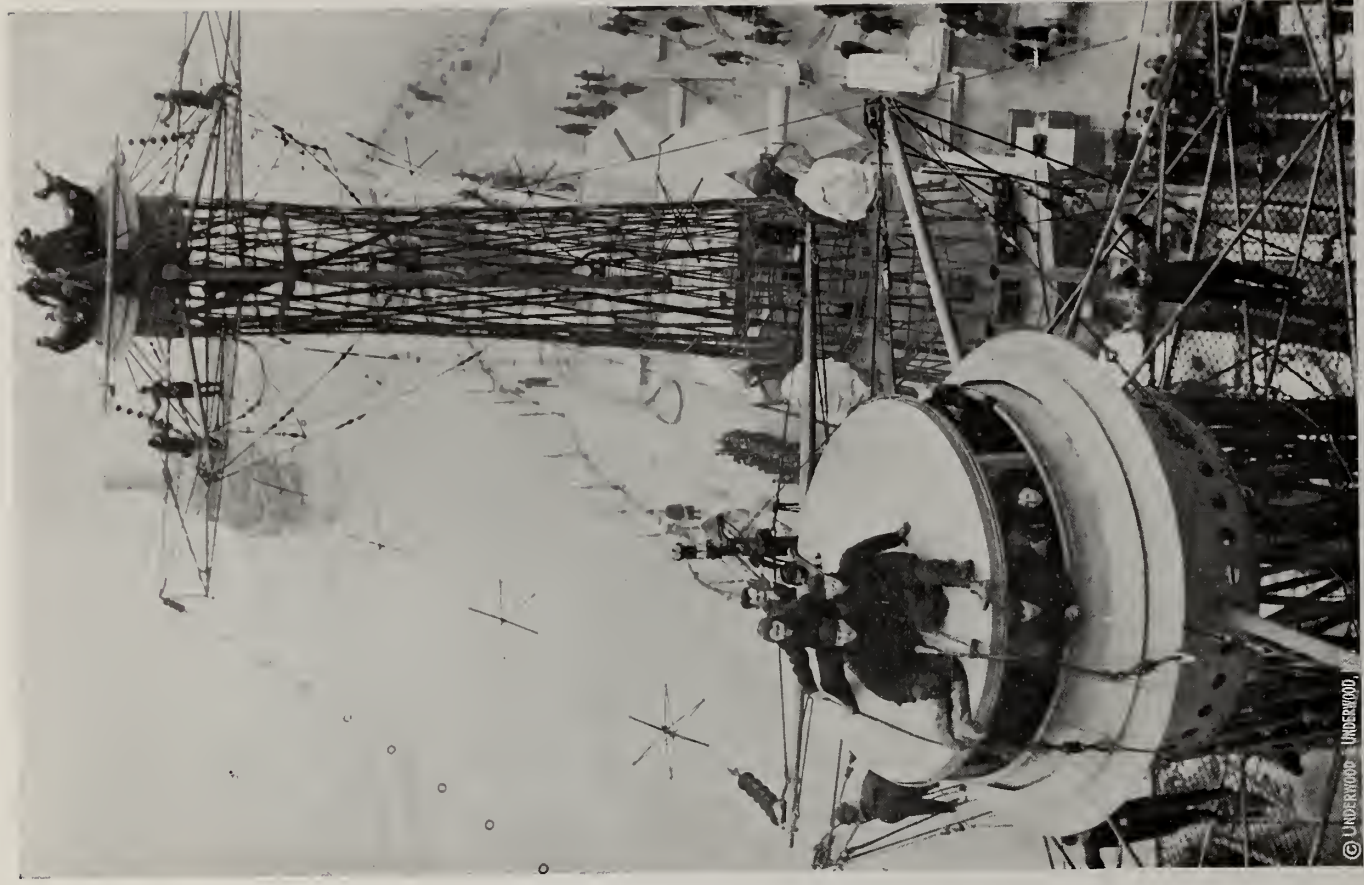
BATTLESHIP A PLAYGROUND FOR KIDDIES

Here we see the kiddies having the time of their lives during the visit of the fleet, as they are permitted to see all the sights just like their elders. The group is posing on the great 14-inch guns of one of the superdreadnoughts.



U. S. S. VIRGINIA, BATTLESHIP

Length, 441 ft. 3 in.; breadth, 76 ft. 2½ in.; displacement, 16,094 tons; speed, 19.01 knots; horse power, 23,468; officers, 93; men, 859; guns, four 12-inch 40 calibre, eight 8-inch 45 calibre and twelve 6-inch 50 calibre breechloading rifles; twelve 3-inch 50 calibre rapid fire; four 6-pounder saluting; torpedo tubes, four 21-inch, submerged.



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U. S. S. IDAHO, America's Largest Man-of-War

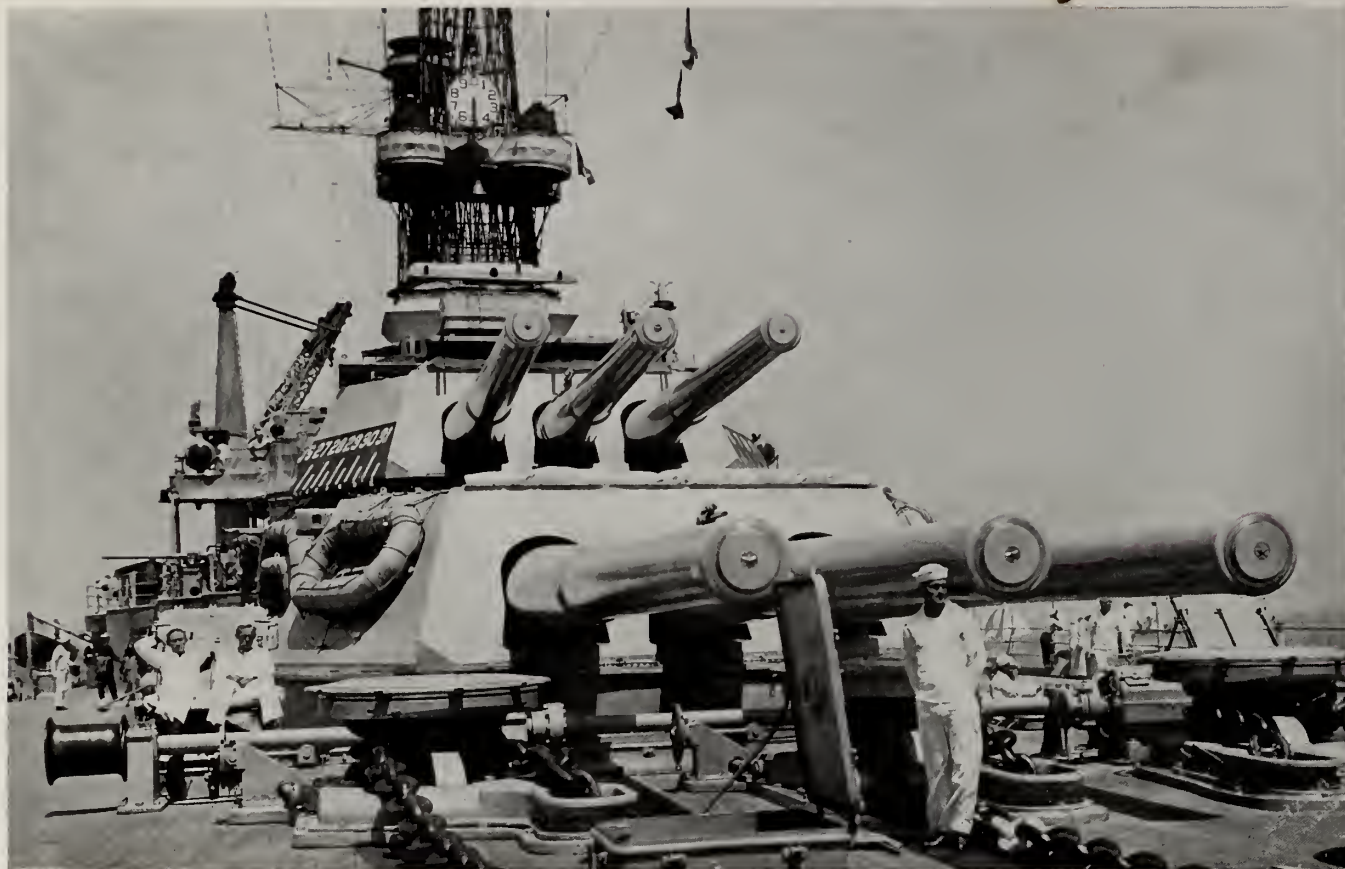
The superdreadnought "Idaho", the latest addition to the United States Navy, is the largest battleship afloat and an important unit of the Pacific Fleet. The complement of the "Idaho" consists of twelve 14-inch guns, each capable of hurling a 1400 pound projectile with deadly accuracy at a distance of 25 miles. This photo shows the fighting top of the "Idaho".



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U. S. S. TEXAS, Superdreadnought

Length over all, 573 feet; full-load displacement, 28,367 tons; breadth, 95 feet $2\frac{1}{2}$ inches; speed, 21.05 knots; horse power, 28,373; officers, 100; blue-jackets, 657; marines, 72; guns: ten 14-inch 45 calibre breechloading; twenty-one 5-inch 51 calibre breechloading; two 3-inch anti-aircraft; torpedo tubes, four 21-inch, submerged. Cost, hull and machinery, \$5,830,000; in commission, March 12, 1914. Burns coal for fuel.



FORWARD TURRET, U. S. S. MISSISSIPPI

The Mississippi is a sister ship to the New Mexico, Admiral Rodman's flagship, and is of like dimensions. Each of these mighty 14-inch guns has a mechanical energy of sixty thousand muskets. These two ships each mount twelve such guns so that the mechanical energy of the main battery of each ship is equal to 720,000 muskets.



U. S. S. NEW YORK, DREADNOUGHT

The New York was Admiral Rodman's flagship when he commanded the American fleet at Scapa Flow and in the North Sea and until his flag was transferred to the New Mexico. Admiral Rodman says that during the war the greatest harmony and co-operation existed between the American and British fleets and that while he sometimes took orders from a British Admiral, at other times he had several British Admirals taking orders from him. They learned to respect and admire each other's qualities and good work in clearing the seas of the Huns.



U. S. S. GEORGIA, Battleship

Length, 441 ft. 3 in.; breadth, 76 ft. 2½ in.; displacement, 16,094 tons; speed, 19.26 knots; horse power, 25,463; officers, 92; men, 825; guns, four 12 in. 40 calibre, eight 8 in. 45 calibre and twelve 6 in. 50 calibre breechloading rifles; twelve 3 in. 50 calibre rapid fire; four 6-pounder saluting; torpedo tubes, four 21 in., submerged.



FOURTEEN-INCH GUNS

Some idea of the immensity of the armament carried on one of the huge floating forts. Sliding a full-sized jackie into the muzzle of one of these guns. The "New Mexico," "Idaho" and other big dreadnoughts carry twelve such guns.



U. S. S. NEW MEXICO, SUPERDREADNOUGHT

The above is an excellent view of the flagship New Mexico taken from a seaplane in San Diego Harbor. It gives a good view of the main battery—four revolving turrets, each turret mounting three 14-inch guns which may be fired from the bridge of the ship simultaneously and all twelve either to starboard or larboard, or six may be fired astern and six ahead.



LOOKING FROM THE FIGHTING TOP U. S. S. MISSISSIPPI

This is the deck of the ship as viewed from 'way up in the fighting top. The Mississippi and New Mexico were commissioned in 1918 and 1919 and at that time were the most powerful ships in the United States Navy, only recently surpassed with the commissioning of the U. S. S. Idaho.



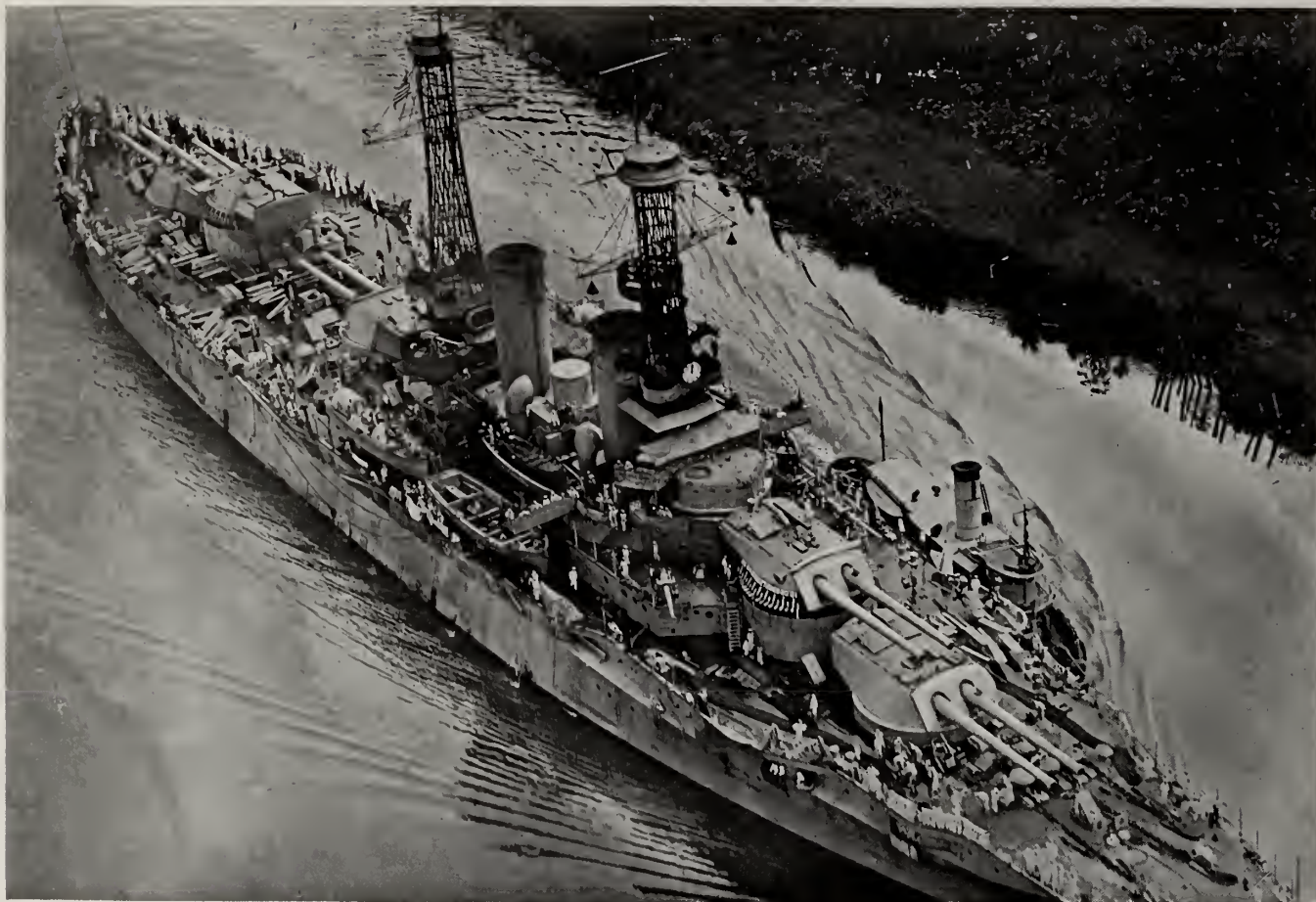
U. S. S. NEBRASKA, Battleship

Length, 441 ft. 3 in.; breadth, 76 ft. 2½ in.; displacement, 16,094 tons; speed, 19.06 knots; horse power, 21,911; officers, 92; men, 825; guns, four 12 in. 40 calibre, eight 8 in. 45 calibre and twelve 6 in. 50 calibre breechloading rifles; twelve 3 in. 50 calibre rapid fire; four 6-pounder saluting; torpedo tubes, four 21 in., submerged.



COALING SQUAD FOR ONE OF THE BIG BATTLESHIPS

This is hard and grimy work but all these lads are happy at the thought that they are leaving with the Pacific Fleet for the West Coast.



U. S. S. NEW YORK IN PANAMA CANAL

This interesting view taken from an airplane shows this mighty dreadnought being towed through the Canal. It was the first time that vessels of such dimensions had made the trip and everything was accomplished without the least hitch. On July 24th and 25th thirty of the largest vessels of the fleet passed through the locks. The total length of these ships was 13,409 feet placed stern to stern, or a distance of more than two and a half miles.



U. S. S. MONTANA, ARMORED CRUISER

Length 504 ft. 5 in.; breadth, 72 ft. 10½ in.; displacement, 15,981 tons; speed, 22.26 knots; horse power, 28,280; officers, 83; men, 870; guns, four 10-inch 40 calibre and sixteen 6-inch 50 calibre breechloading rifles; twenty-two 3-inch 50 calibre rapid fire; four 6-pounder saluting; two 3-inch anti-aircraft; torpedo tubes, four 21-inch, submerged, one, 21-inch and one 18-inch deck.



U. S. S. WYOMING TWELVE-INCH GUNS
Twenty-three jackies seated in row on a twelve-inch gun.



THE BIG FOURTEEN-INCH GUNS ON THE U. S. S. IDAHO

Three jacks looking out of the muzzle of the big guns on our latest and largest battleship.



POINT LOMA, SAN DIEGO HARBOR

San Diego was the first port of call for the Pacific fleet after leaving Panama Canal. The fleet arrived outside the heads on August 5th, or only seventeen days after leaving Hampton Roads. It was reviewed the following day by Secretary Daniels, accompanied by Governor Stephens of California. San Diego's land-locked harbor is one of the most beautiful on the Pacific Coast and is famous the world over for its exquisite sunsets.



CLIFF HOUSE AND SEAL ROCKS, SAN FRANCISCO

This is a well-known landmark at the entrance to San Francisco Bay. From the windows of the Cliff House a splendid view may be had of the seaborne traffic to and from San Francisco, and natives and visitors are always deeply interested in watching the great sea-lions gambol in the surf or sun themselves on the ledges of the rocks.



ON BOARD UNCLE SAM'S NEWEST AND GREATEST WARSHIP.

A view of the deck of the U. S. S. Idaho, showing her great 14-inch guns. The Idaho, which is the newest and greatest of our super-dreadnoughts and perhaps the most powerful man-of-war afloat, was commissioned this year. She carries twelve 14-inch guns; twenty-two 5-inch; four 3-pounders; four anti-aircraft and two torpedo tubes.



U. S. DESTROYERS AT FITTING-OUT WHARVES.

The picture shows six U. S. Destroyers at the fitting-out wharves at the Potrero works of the Bethlehem Shipbuilding Corporation, Ltd., San Francisco. This is one of the largest shipbuilding yards in the world where they can build the greatest Super-dreadnoughts, but during the war they have specialized in Destroyers and Submarines.



PANORAMA OF THE DESTROYER SQUADRON OF THE PACIFIC FLEET



UNITED STATES NAVY IN LOS ANGELES HARBOR



PANORAMIC VIEW SHOWING THE GREAT

The port of Seattle has a tidal frontage of 53 miles: commercial, 40 miles; residential parks and boulevards, 13 miles. Non-tidal frontage, 100 miles: commercial, 48 miles; residential parks and boulevards, 52 miles. The average depth of the water at the docks is 35 feet at low tide. During the year 1917 27,000 vessels arrived and departed, transporting 4,850,000 of foreign and domestic commerce, valued at \$600,000,000.



WATERFRONT OF SEATTLE, WASHINGTON.

The Port of Seattle Commission since 1913 has expended approximately \$6,000,000 in providing adequate facilities for commerce. Public terminals provide 652,999 net square foot of roofed storage. Ten miles of public railway tracks serve the terminals and industrial property of the district. Approximately one-third of the water-borne commerce is handled by the Public Terminal Facilities and accommodates more than one-half of the Trans-Pacific freights, imported and exported.

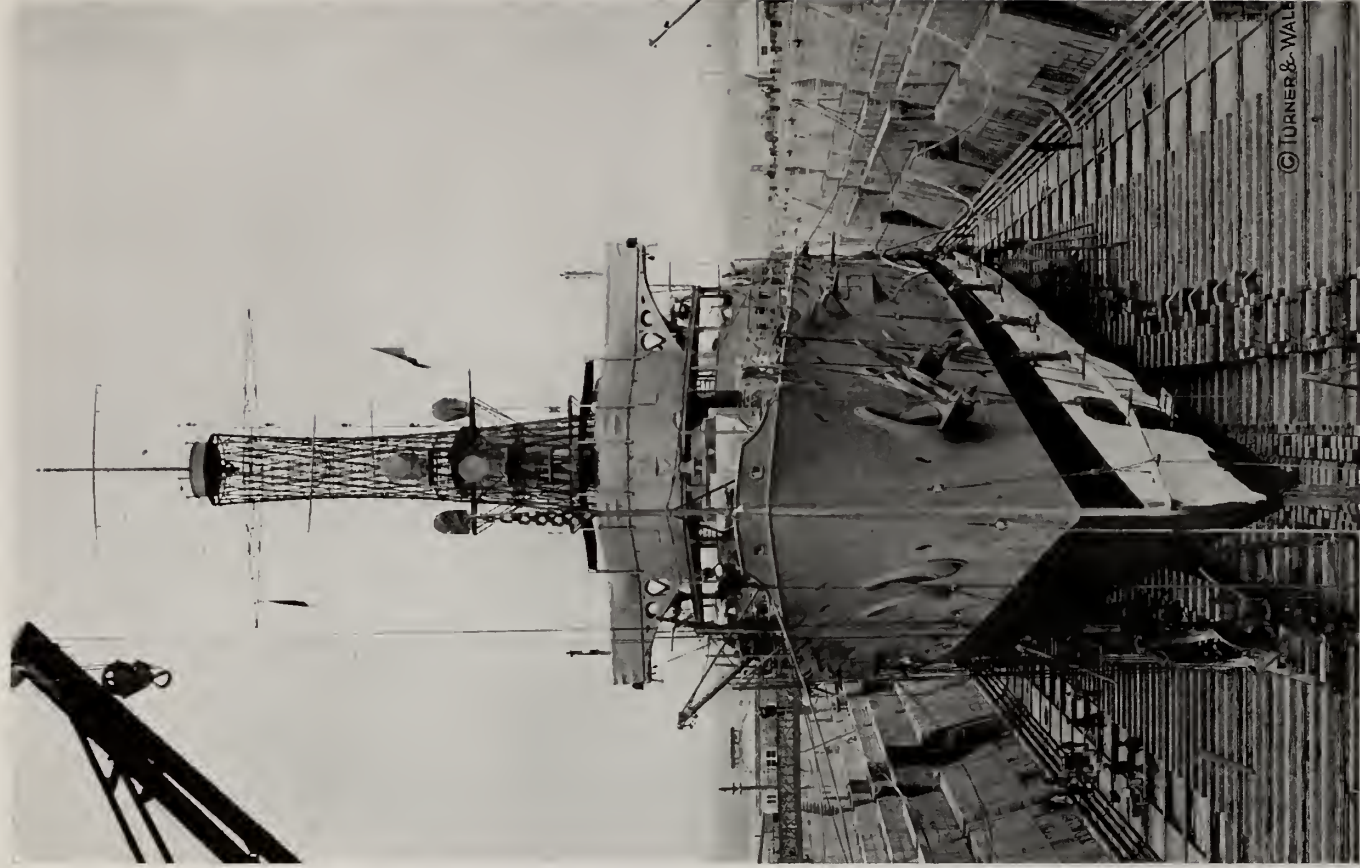


Pacific Fleet on the way to the West Coast. New Mexico, Admiral Rodman's Flagship, in the foreground.



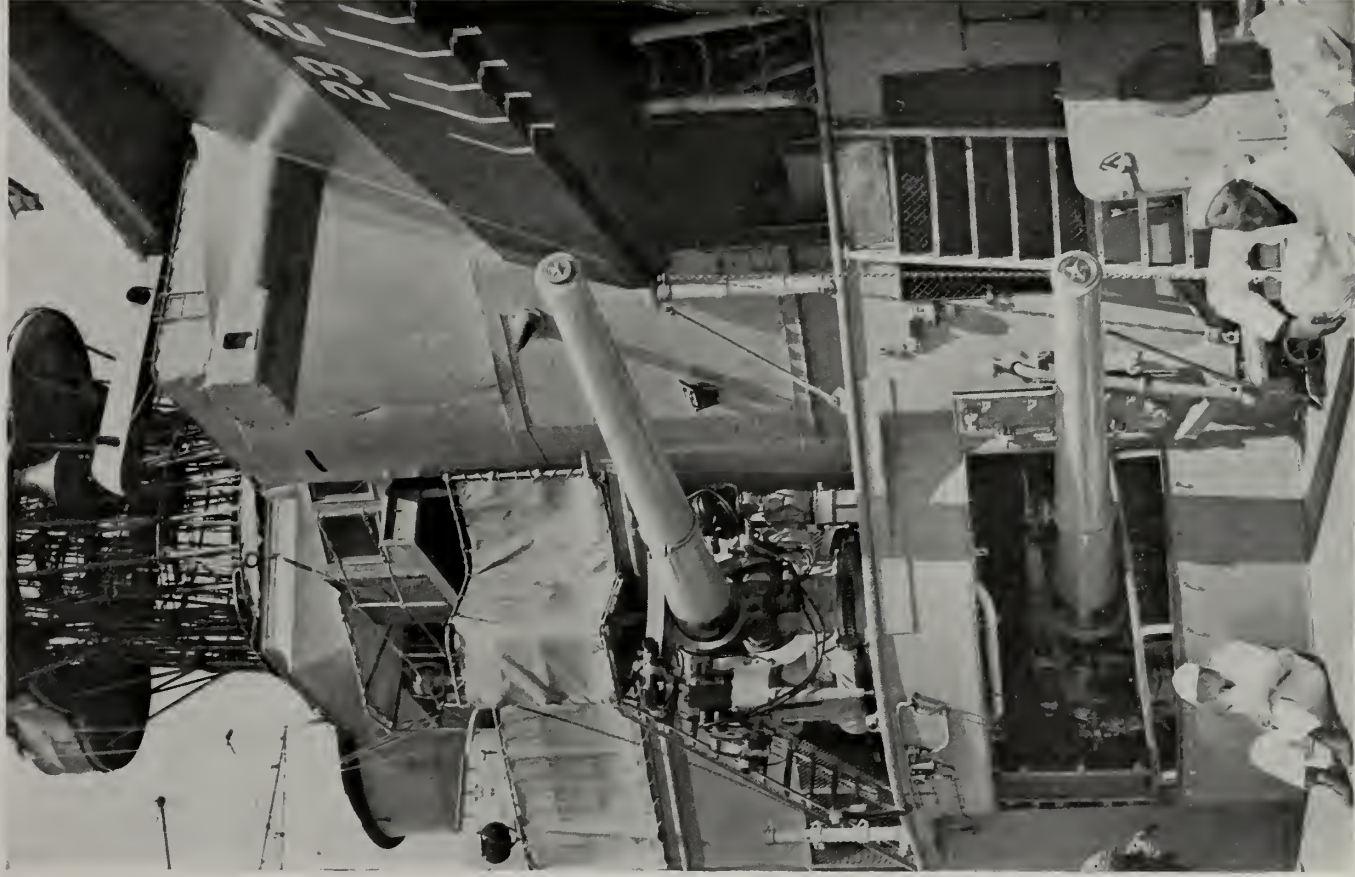
U. S. S. OREGON, Battleship

Length, 351 ft. 2 in.; displacement, 11,688 tons; draft, 56 ft. 5 in.; speed, 16.79 knots; horse power, 11,111; officers, 69; men, 617; guns, four 13-inch and eight 8-inch 35 calibre breechloading rifles; twelve 3-inch 50 calibre rapid fire; four 6-pounder saluting; cost, hull and machinery, \$3,222,810; in commission, July, 1896.



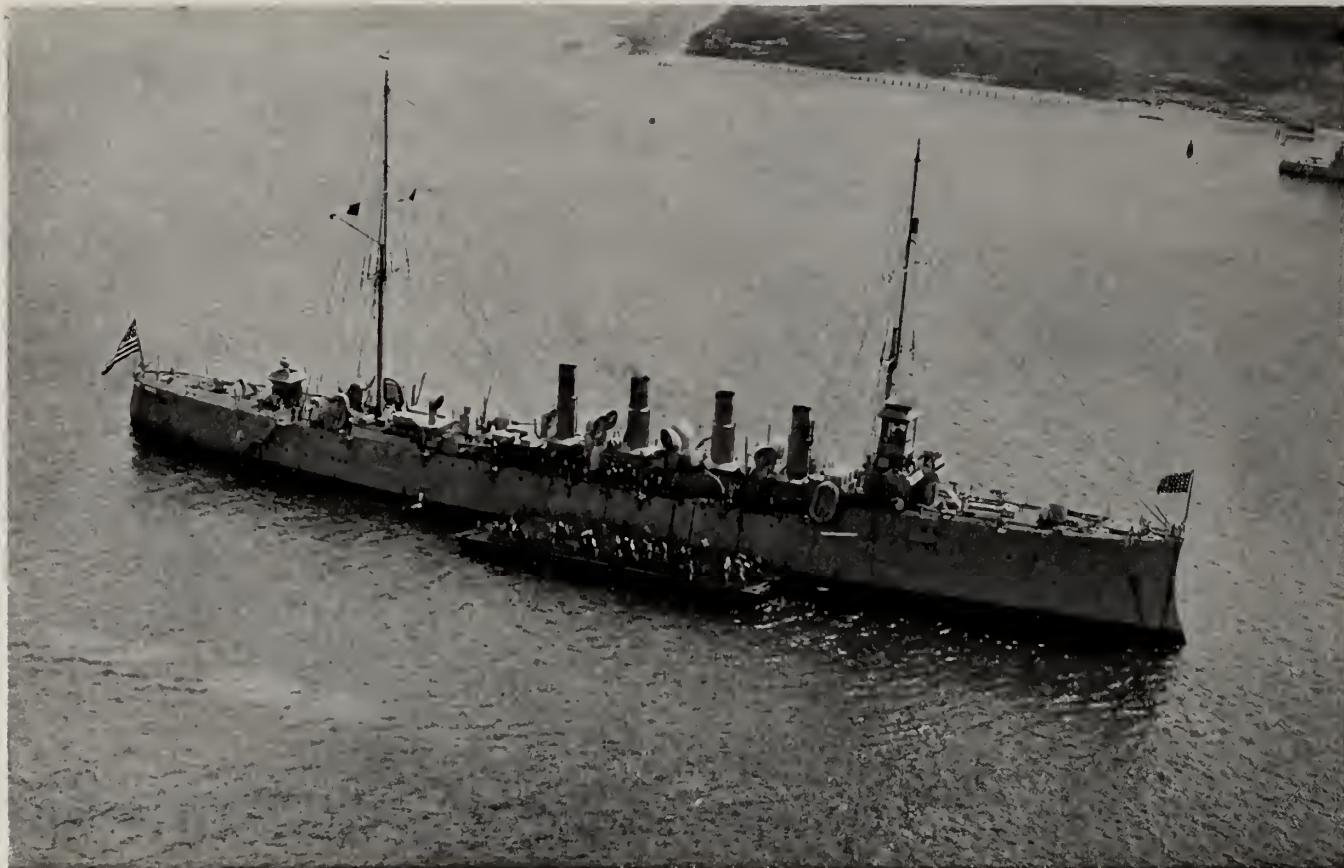
DRY DOCK AT PUGET SOUND NAVY YARD, BREMERTON, WASHINGTON.

This is one of the largest dry docks in the United States. Length, 863 feet; width at top, 145 feet; width at bottom, 104 feet; depth, 45 feet. 112,000 cubic yards of concrete and 236,000 cubic yards of granite were used in the construction of the dock. Four gigantic suction pumps handling 180,000 gallons of water per minute, can empty the dock in less than three hours. The big ship in the dock is the U. S. S. Pittsburgh, a 15,000-ton cruiser.



SECOND BATTERY, U. S. S. MISSISSIPPI.

The Mississippi and New Mexico mount twenty-one of these 5-inch guns. The 5-inch guns, while bearing no comparison to the great 14-inch guns, are nevertheless very effective against all unarmored ships such as torpedo destroyers and submarines. The 5-inch shell weighs sixty pounds and the powder charge about twenty pounds, whereas the 14-inch shell weighs about 1400 pounds.



S. S. BIRMINGHAM, Third Class Cruiser

Length, 423 ft. 1 in.; breadth, 47 ft. 1 in.; displacement, 4,687 tons; speed, 24.33 knots; horse power, 15,889; officers, 45; men, 393; guns, two 5-inch 50 calibre breechloading rifles, six 3-inch 50 calibre rapid fire; two 3-pounder rapid fire; torpedo tubes, two 21-inch, submerged.



U. S. S. PUEBLO, Armored Cruiser

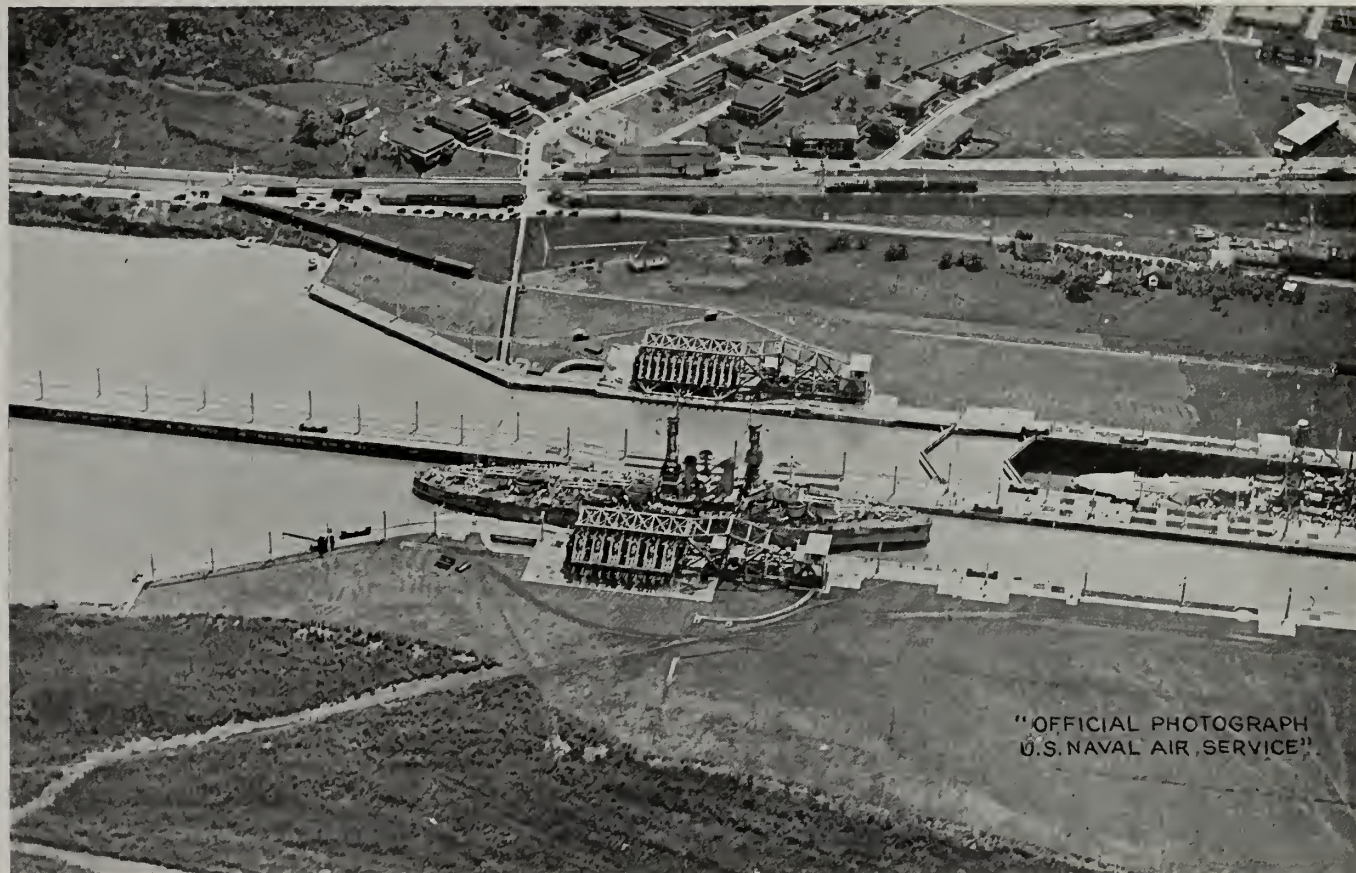
Length, 504 ft.; breadth, 69 ft. 6½ in.; displacement, 15,138 tons; speed, 22.24 knots; horse power, 27,309; officers, 80; men, 810; guns, four 8-inch 45 calibre and fourteen 6-inch 50 calibre breechloading rifles; eighteen 3-inch 50 calibre rapid fire; four 3-pounder saluting; torpedo tubes, two 18-inch, submerged.



"OFFICIAL PHOTOGRAPH
U. S. NAVAL AIR SERVICE"

U. S. S. TEXAS IN PANAMA CANAL.

This is an official photograph made by the U. S. Naval Air Service from which one gets a very good idea of how this great 28,000-ton superdreadnought looks in passing through the Canal. In contrast to Admiral Evans' trip around Cape Horn, it shortened the distance by about 11,000 miles.



NEW MEXICO AND WYOMING IN LOCKS, PANAMA CANAL.

Although the fleet represented the largest ships that ever attempted to pass through the Canal locks, the work went smoothly and without the least interruption to the normal traffic. The immense hulls were raised from level to level without trouble. On the right we see the ponderous gates closed on the New Mexico, while on the left the Wyoming is passing into the chamber in which she will be lowered to another level.



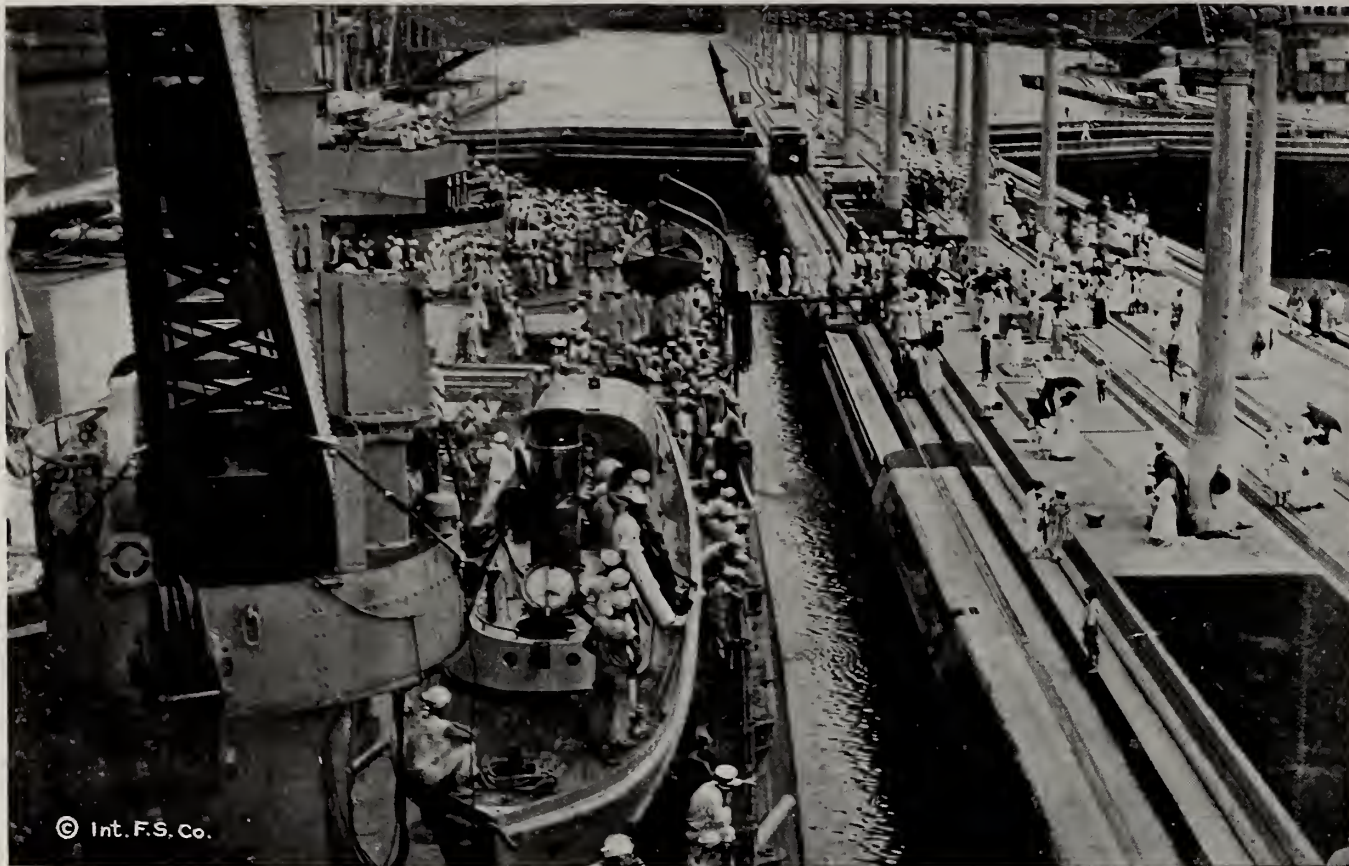
U. S. S. VERMONT, Battleship

Length, 455 ft. 10 in.; breadth, 76 ft. 10 in.; displacement, 17,650 tons; speed, 18.33 knots; horse power, 18,249; officers, 92; men, 871; guns, four 12-inch, eight 8-inch and twelve 7-inch 45 calibre breechloading rifles; eighteen 3-inch 50 calibre rapid fire; four 6-pounder saluting; torpedo tubes, four 21-inch, submerged.



TWO DREADNOUGHTS IN PEDRO MIGUEL LOCKS, PANAMA CANAL.

These monster dreadnoughts, having safely negotiated the greater part of the Canal, are about to enter Miraflores Lake. In making the passage of the locks the large vessels were handled individually, whereas the destroyers were handled in quantity; six destroyers were placed in one chamber together in two ranks of three each lashed together. The time taken by the Mississippi from Cristobal on the Atlantic to Balboa on the Pacific was 10 hours 46 minutes, 3 hours 43 minutes of which were spent in the lock. This included the time occupied in discharging and taking on board 600 men and great quantities of fuel-oil and supplies.



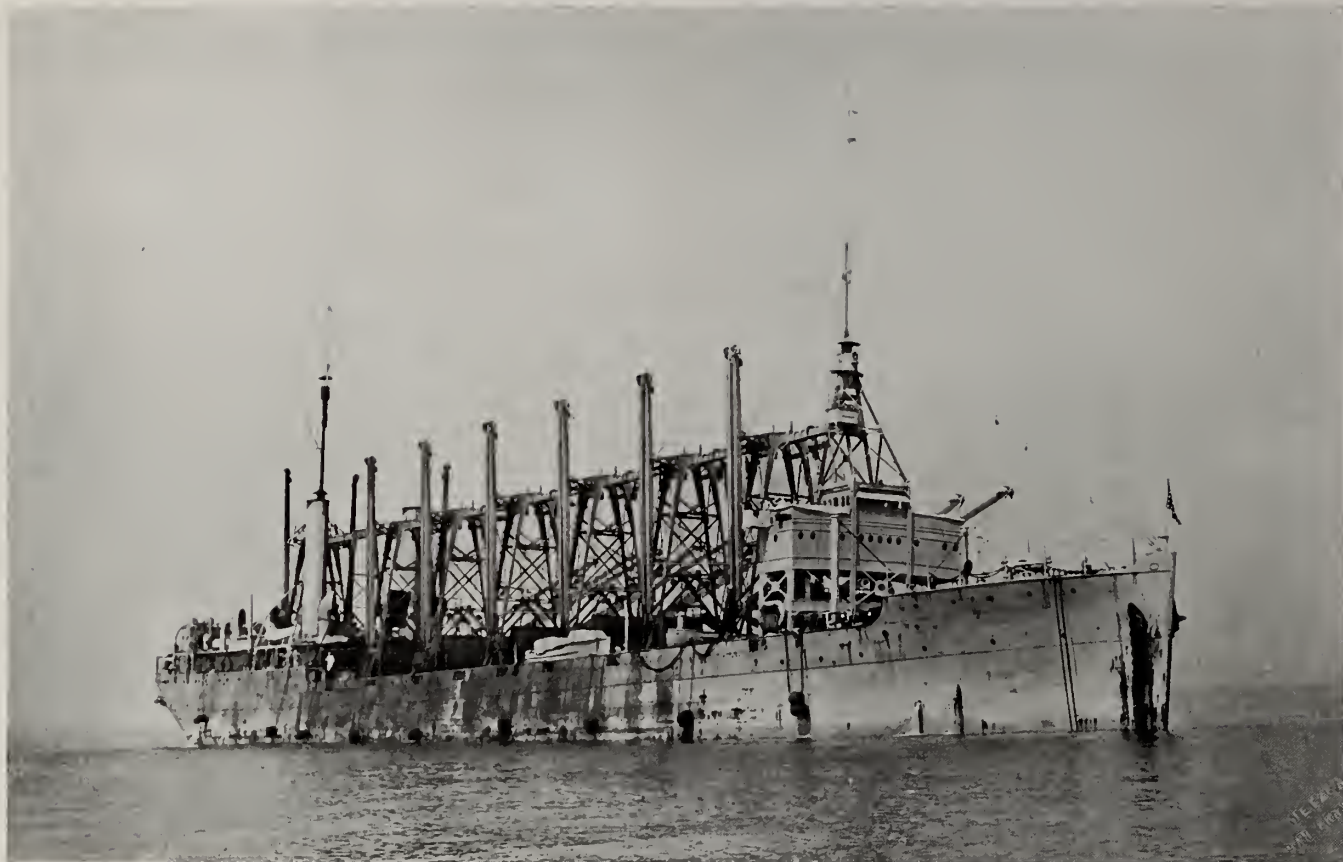
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JACKIES GETTING SHORE LEAVE AT PEDRO MIGUEL LOCKS, PANAMA CANAL



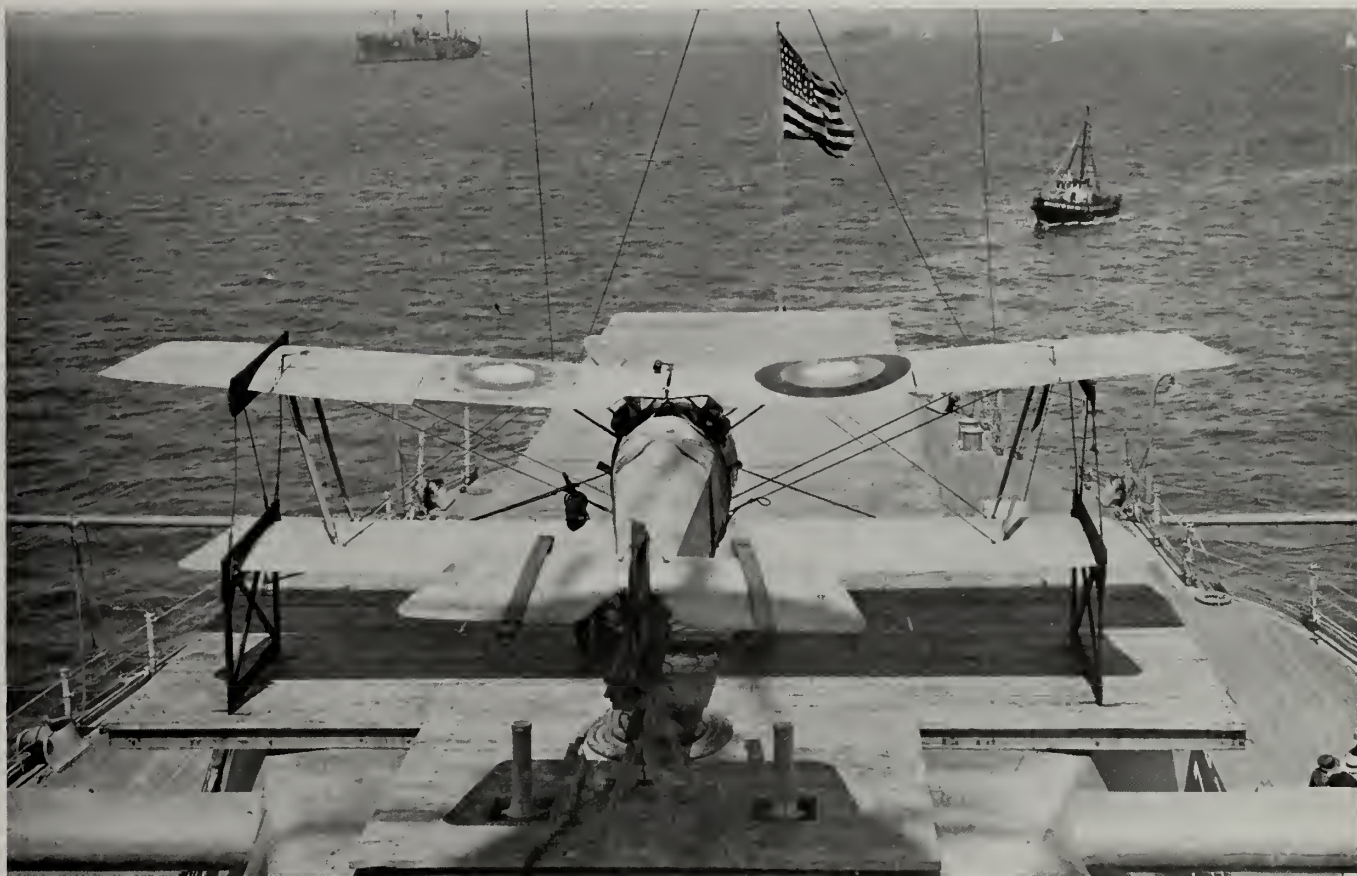
\$16,000 SILVER SERVICE PRESENTED TO THE ARKANSAS

The U. S. S. Arkansas was presented by the State of Arkansas with a seventy piece silver service valued at \$16,000. The event was one of the most impressive ever witnessed on a battleship. The above is a general view of the presentation.



U. S. S. ORION, FUEL SHIP.

These monsters are designed for utility not for beauty. The Orion is equipped with all latest facilities and improvements for carrying and transferring fuel to the great fighting machines and without her aid they would be infinitely less effective. The Orion has a length of 514 feet; beam, 65 feet; draft, 27 feet 18 inches, and a displacement of 19,250 tons.



AIRPLANE CARRIED ON TURRET OF BATTLESHIP.

The airplane is launched from the platform over the turret of the battleship and is here seen ready to start on her work of scouting and spying at a distance that cannot be reached by the most powerful telescope.



DESTROYER FLOTILLA PACIFIC FLEET ENTERING SAN DIEGO BAY

These greyhounds proved of great value during the war as convoys for transports and chasers of submarines.



Mrs. Daniels and wives of army officers view the Fleet from shore. Left to right: Mrs. Jos. Jayne, wife of Admiral Jayne, Mrs. Josephus Daniels, Mrs. Y. Walde and Mrs. J. F. McGill.



SAN FRANCISCO BAY FROM THE CITY.

The view is looking east down California Street, at the foot of which is the Southern Pacific Building, with the Ferry Tower to the left. To the extreme left is seen part of Yerba Buena Island (Goat Island) on which is situated the United States Naval Training Station. On the opposite side of the Bay lies Oakland and Berkeley, with Oakland City Hall towering above the other buildings. Mount Diablo rises faintly in the far distance.

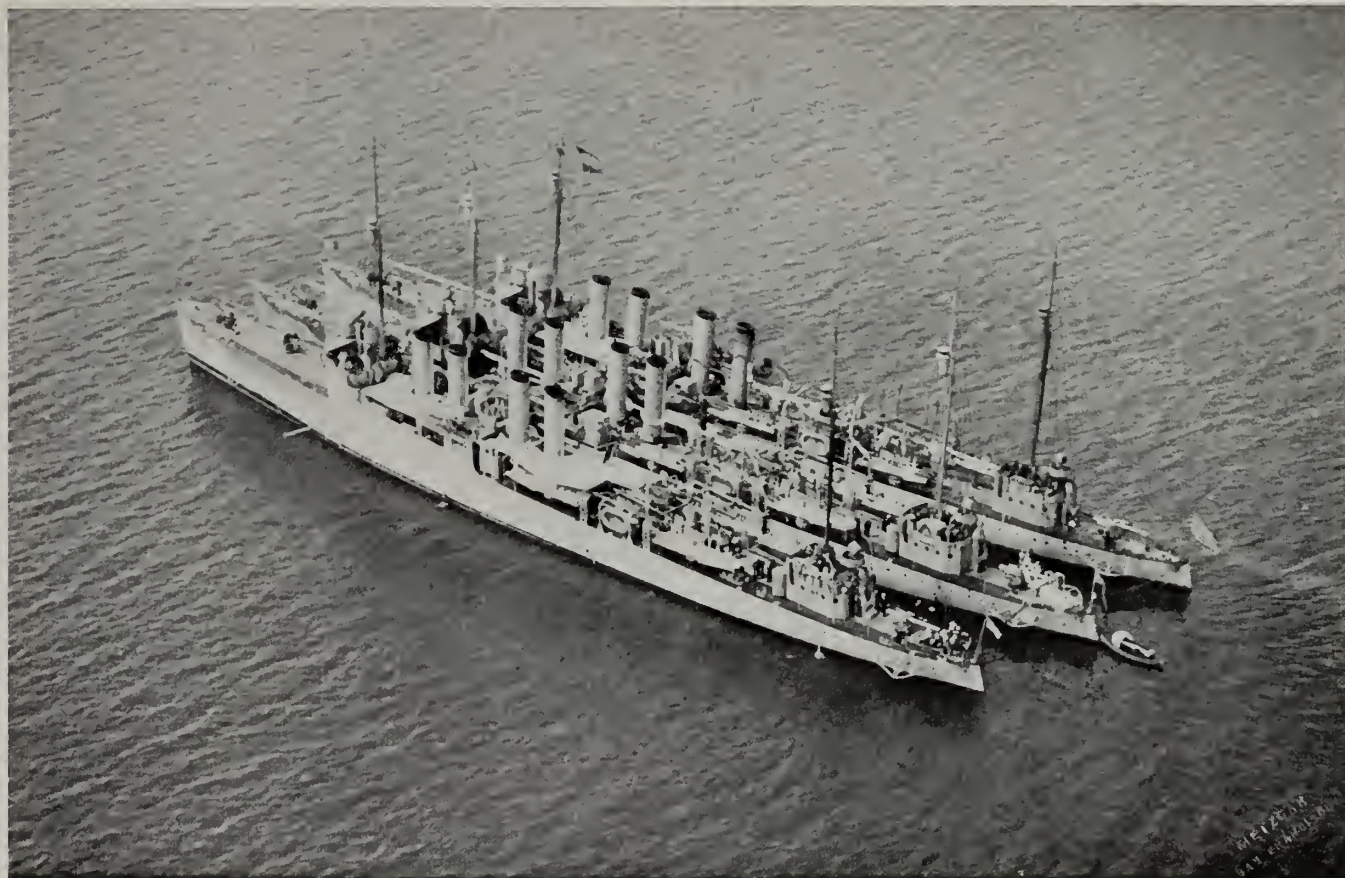


OAKLAND LOOKING ACROSS LAKE MERRITT.

Oakland has a great waterfront on the east side of San Francisco Bay and is fast increasing her docking facilities. It is now the center of a great shipbuilding industry and many important plants are located on her waterfront, including branches of the Bethlehem Shipbuilding Corporation and the plant of Moore Shipbuilding Co.



DESTROYERS IN DOCK



DESTROYERS FROM AIRPLANE



U. S. DESTROYER RAMSAY.

As a class the destroyers are more numerous than any other in the Pacific Fleet. Many of them are of similar dimensions and they have been built and launched in great numbers since the war began. They have very powerful engines and have great speed, the Ramsay making 35 knots an hour. Displacement, 1215 tons; length, 314 feet; beam, 30 feet 11½ inches; draft, 9 feet 4 inches. They carry four 21-inch torpedo tubes.



THE GIRL BEHIND THE GUN.

A girl aboard the U. S. S. Arkansas sighting one of the big anti-submarine guns that helped to wipe the subs off the face of the ocean.



U. S. DESTROYER CHAUNCEY

Length over all 314 feet; displacement, 1,215 tons; breadth, 30 feet, 11½-inches; draught, 9 feet, 4-inches; speed 35 knots; four torpedo tubes; commissioned, 1919.



U. S. DESTROYER YARNELL

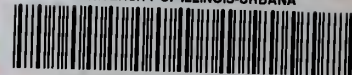
Sister ship to the Chauncey and represents the latest type of destroyers. These ships are amongst the fastest afloat and represent the class that was so effective in clearing the seas of enemy submarines.



LAUNCHING A SUBMARINE, UNION IRON WORKS, SAN FRANCISCO.

Submarines, as it is well known, played an important part in the great war, and there was a period when it almost seemed as if they would be completely victorious over all other classes of war craft, but happily that fear was overcome. Uncle Sam, fully alive to the important part played by this arm of the Navy, has built a large number of these vessels and the "S" class are the latest type and, it is generally believed, the most perfect of any submarines afloat. No fewer than fourteen of the "S" class have been assigned to the Pacific Fleet.

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